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ABSTRACT OF THE DISCLOSURE

A method for the control of the drive slip in a vehicle with rear wheel drive, particularly when traveling on difficult terrain or in deep snow, involves independent detection of wheel speeds of both the rear/drive wheels and the front/non-drive wheels. Dynamic values, such as wheel acceleration values, of the front wheels are used as a criterion for increasing the drive slip value of the ASR. The drive slip value of the rear wheels is increased if the difference between the dynamic values, e.g., acceleration values, determined for the front wheels exceeds a threshold value. The increased drive slip value of the drive wheels under the difficult travel conditions results in increased traction as well as increased available engine power.

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